

INDEA Update

News and Information from the Indiana Driver Education Association

SPRING 2005

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Annual Driver Ed Conference On May 6

The INDEA Annual Conference will be held on May 6, 2005, at the Radisson Hotel City Center, 31 W. Ohio St., Indianapolis from 9:00 a.m. to 4:00 p.m. It will be conducted differently than our first conference.

We will begin in general session. Then break-out sessions will be held to facilitate discussion of the comprehensive driver education proposal (enclosed), address other issues facing the Association and elect representatives to the first Board of Directors. Refreshments will be provided all day, and lunch will be served. There is no cost to you.

Funding is by a grant from the Governor's Council on Impaired and Dangerous Driving and facilitated by the Department of Education. INDEA will then become an independent, self-funded organization with its own leadership, rules and agenda. Make sure you are part of this grassroots effort to bring driver education back to the forefront of the State's goal to reduce crashes, injuries and deaths on our roads.

MAY 2005						
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An Important Message For The INDEA

Enclosed in this newsletter is a comprehensive proposal to address driver education in Indiana. I created it with three main elements in mind:

(1) A challenge from Jerry McCorry, which the INDEA is committed to meet, to find a way to make driver education in Indiana more available, more affordable and of the highest quality possible for the young people in our state.

(2) Incorporation of the most common complaints, issues and statements about the needs in driver education in Indiana from driver education instructors (public and private), administrators, parents, kids, traffic safety professionals and insurance providers.

(3) Creation of a funding, administrative and delivery model already used with outstanding success by the motorcycle safety program in Indiana and 45 other states.

I strongly urge all members to approach this proposal from a standpoint of how to make it work instead of focusing on any individual elements you don't like. The aspects of this proposal are intertwined and depend on each other to make it work. To create the demand for

more instructor training, we need greater demand for courses. To create more demand for courses, driver education must have both the carrot (lower cost) and the stick (no licensure until 17) to succeed. Trying to implement this proposal piecemeal will not have anywhere near the impact of implementing it as a package.

Of course, everything revolves around the funding mechanism. We may have to consider other sources, but an adequate, reliable and dedicated funding source is imperative for us to make a difference in reducing crashes over time.

There are two formats presented for the proposal. The Executive Summary provides the basic elements of the proposal. The longer narrative provides some of the reasoning behind, arguments for and interactions between the elements of the proposal.

This proposal will be a main topic of discussion at our conference in May. Please come prepared to debate its merits and shortcomings. Don't hesitate to share it with your state representatives and senators to get their thoughts. Above all, please bring your ideas on how we can make it WORK for Indiana. JB

Legislation Moves Forward

House Bill 1351, which reconciles the coursework requirements for commercial school driver education instructors with those current for their public school counterparts, passed out of the House Committee on Roads and Transportation on a 9 to 0 vote on February 14.

In October, 2003, the State Professional Standards Board accepted new standards written for driver education instructor training. That vote effectively adopted standards that the American Driver and Traffic Safety Education Association (ADTSEA) developed for driver education instructor training, and replaced the standard driver education endorsement for public school teachers with a full driver education teacher's license.

The ADTSEA standards are based on nine hours of college coursework, and that became the public school teacher standard upon their adoption. Unfortunately, the statute for required coursework for commercial school instructors was not affected and remained at 12 hours of required coursework.

This proposed legislation will change Indiana Code to require the same nine hours of

coursework for commercial school instructors that is currently required of public school instructors.



The 9 to 0 House Committee vote is encouraging, but we still have a long way to go. Please take time to write, e-mail or call your State Senator and Representative and encourage them to support House Bill 1351.

If they have questions or concerns about the bill, feel free to have them call or write John Bodeker at the number/address in this newsletter.

CRASH FACT:

**MORE TEENS HAVE BEEN KILLED IN
AUTOMOBILE ACCIDENTS DURING THE
LAST 10 YEARS THAN SOLDIERS LOST IN
THE VIETNAM WAR.**

Free DRIVE Program Workshop Offered Day Before INDEA Conference This May

On Thursday, May 5, 2005, Mark Horowitz of the Moorshire Group will provide a free workshop on the Drive Program. Each attendee will also receive a free program.



For those who are not familiar with the Drive Program, it is an interactive curriculum supplement for driver education/health education courses that focuses on proper attitude and decision making in the driving task. The program contains a video, poster, PowerPoint presentation, student interactive workbook, stat sheet and video clues sheet, and an Overview on how to use the program.

To learn more about the program, go to the web site (moorshire.com) or check with some of your colleagues. Last fall, Mark conducted workshops at all nine

Education Service Centers on how to use the Drive Program; 155 driver education teachers attended and received their free copy for use in their schools. It is state-of-the-art, interactive and holds teens' attention!

The workshop will be conducted at the State Department of Education offices, 151 W. Ohio St., Indianapolis, in the Gus Grissom room from 1:00 to 3:30 P.M. on Thursday, May 5. Attendance is limited to 27. Register by calling or e-mailing John Bodeker at the number/address listed in this newsletter. If there is enough interest in this workshop, we will add a morning session to accommodate additional attendees. If you are attending from some distance, please register early to get into the afternoon session. Also, the workshop is the day before our state driver education conference. You may want to consider staying over after the workshop to attend the conference on Friday.

Consider Becoming A Leader!

The top priority at the May 6th INDEA Conference will be to elect a Board of Directors and officers from within that Board.

Don't wait until the day of the Conference to think about being a traffic safety leader and offering to serve on that Board. Start thinking now about how you can help lead the effort to save the lives of young Hoosiers through a renewed emphasis on driver education in Indiana.

Bring more to the table than your appetite. Offer to represent your traffic safety colleagues by volunteering to be a candidate for the INDEA Board of Directors. But make that decision NOW!

Be ready at the Conference when the call for candidates goes out to build this Association – *your* Association – and to keep it moving forward.



Motorcycle License Testing Outsourced

The Bureau of Motor Vehicles has entered into an agreement with ABATE of Indiana, Inc. to provide all motorcycle skill test examinations in the state for 2005.

The BMV had utilized third party testing in the past, but had difficulty finding qualified testers who were willing to sign contracts holding the state harmless. Under the agreement with ABATE, the contract for testing will be with the organization.

As the largest contractor with the Department of Education's motorcycle training courses, ABATE maintains an umbrella liability insurance policy for its instructors and site owners. Most examiners will come from ABATE's existing instructor corps, and will therefore be covered by ABATE while testing.

The biggest advantage of this new agreement will be in greatly expanded testing availability. In 2004, the BMV offered testing at 17 sites around the state. These sites offered testing from May through October on every other Saturday morning. ABATE will be able to immediately utilize their existing training sites to offer 18 testing areas in 14 locations.

The ABATE sites are geographically located so that no one in the state would have to travel



more than 40 miles to get to the nearest testing site. Further, ABATE plans to start testing in April; testing will continue on every Saturday (except holidays) into November.

This should serve to effectively double the availability to motorcycle testing in the first year, with plans to further expand in coming years should the public demand remain high.

The parallels between motorcycle safety education and testing, and driver education training and testing, continue to hint that there are things that we can learn from each other and policies and procedures that we can "borrow" from each other to improve our respective programs.

The INDEA will continue to include the state motorcycle safety program as a component of our Association so we can exchange ideas on two and four wheel traffic safety issues.

CRASH FACT:

1 OUT OF 3 TEENS HAVE A VEHICLE CRASH DURING THEIR FIRST YEAR OF DRIVING.

Free CRUs Offered At May Conference

Teachers attending the INDEA Conference in May will be eligible for 3 Credit Renewal Units (CRUs) offered by the Indiana Department of Education.

To receive credit, participants will need to pick up an official certificate form at the registration desk, print your name and social security number on the certificate and sign it. Participants will also be required to print their name and social security number on a Participants List at that time.

At the end of the Conference, your certificate will be signed by the Department's authorized representative. The certificate will indicate 6 contact hours and 3 CRUs earned. The Participants List will be forwarded to the Department to verify the teachers earning CRUs through the Conference.

This is just another great reason for you to attend the May Conference: CRUs with no registration fee!

MISSION

The mission of the Indiana Driver Education Association is to assist driver education teachers in offering the highest quality driver education training to the citizens of Indiana that is affordable and readily available.

INDEA UPDATE is a periodic publication of the Indiana Driver Education Association.

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Safety Bug Project A Fit For The INDEA

The Governor's Council on Impaired and Dangerous Driving is working on a project to purchase several vehicles equipped like Pennsylvania's 'Safety Bug.'

The Safety Bug is a car that has had modifications to the engine, which allows it to be programmed to simulate how a vehicle



would respond if the operator were impaired. The Council hopes to provide a grant to make these cars available to schools around the state.

The Department of Education is involved in this project, and has recommended the INDEA membership as an ideal source for contacts and for helping implement this project. The project will look for schools that want to use the cars to allow students to see first-hand how dangerous driving is through the lack of control an impaired driver experiences as simulated by the car.

Other considerations will be storage of the cars in between uses and finding people to transport the cars from one school to the next. All of this is in the early stages of development, but the project looks like an ideal opportunity for the INDEA and its members to get involved in a statewide project in cooperation with the Governor's Council.

More information on this project will be available at the May INDEA Conference, where we plan to have a representative from the Council report to the members.

SIGNAL AHEAD

House Bill 1351 got caught up in the lack of quorum in the Indiana House and, along with 130 other bills, did not get a third reading vote, effectively killing it. While the possibility of reviving HB-1351 as an amendment exists, it is unlikely without a groundswell of support.

Contact your State Senator and Representative and encourage them to support HB-1351 as an amendment. If HB-1351 dies, we are stuck for another year of unequal instructor requirements between commercial and public school driver education. Call, write or e-mail your Senator and Representative NOW!



John Bodeker



**PROPOSAL FOR A COMPREHENSIVE APPROACH
TO IMPROVING DRIVER EDUCATION IN INDIANA
DECEMBER 1, 2004**

EXECUTIVE SUMMARY

Funding

1. Pass legislation to add a \$5.00 fee to all passenger vehicle registrations, which will be placed into a dedicated, non-reverting fund for a state driver education program.
2. Create positions in the Bureau of Motor Vehicles and the Department of Education to administer and oversee this program.
3. Develop regulations that apply to all approved schools who wish to conduct driver education courses under this program to include:
 - a. Students will receive a minimum of 10 hours of behind the wheel training and 20 hours of classroom instruction.
 - b. Parents enrolling their children in these programs must sign an agreement to provide a minimum of 60 hours of practice driving time prior to the student receiving his/her provisional license.
 - c. The course of instruction must be scheduled to take place in no less than 20 business days.
 - d. Students and parents will be provided with a copy of the basic instructional rules and regulations and an evaluation form which can be mailed directly to the state to report problems and their satisfaction level with the program.
 - e. A set fee that the school will be reimbursed per student trained upon submitting all required reporting materials to the state.
 - f. Standard contracts that must be executed for the schools to become part of the program.

Licensing and Instructional Changes

1. Increase the minimum age to receive a license without taking driver education from 16 years and 6 months to 17 years.
2. Increase the period of time that a new provisional license holder cannot have passengers under 21 years old unless a licensed driver who is at least 21 years old is seated in the front passenger seat from 90 days to 180 days.
3. Increase the amount of time that a driver education learner's permit must be held before a license can be issued from 60 days to 180 days.
4. Increase the minimum amount of time in which an approved driver education course can be completed from 14 days to 20 business days.
5. Require holders of provisional licenses who receive a 2nd citation after their 17th birthday to attend, at their own expense, an additional driver training program such as the Defensive Driving Course (DDC) in addition to having their provisional status extended until they have 12 consecutive months with no more than one citation.

Mission

To reduce teen crashes in Indiana through a comprehensive approach to address teen driving through better education and training, increased parental involvement, changes in licensing for teen drivers and increased enforcement for provisional license infractions.

Goals

- To insure that driver education in Indiana is of the highest quality, is affordable and is readily available.
- To increase the amount of parental involvement in practice driving time.
- To increase the amount of time over which driver education instruction is offered.
- To follow the recommendations of the graduated licensing system to delay licensing for teens not taking driver education and increasing the time limit on restrictions for driving with other teens in the vehicle.
- To add an enforcement component to the removal of provisional license status for drivers violating provisional license requirements which would require successful completion of additional training and education.

Funding, Affordability, Availability and Quality

- Full funding for driver education for every 15 year old in the state annually can be achieved by a \$5.00 annual fee on passenger vehicle registrations. If set up as a dedicated, non-reverting fund, it would provide a secure mechanism to encourage all schools to re-instate driver education as a standard course of instruction for all students wanting to take it. This proposed fund should be presented to the public as a very inexpensive form of insurance as all drivers on our highway system must interact in a safe, legal and considerate manner to help reduce crashes. By supporting this fund, with each passing year drivers can have a higher expectation that the other vehicle operators around them have had quality training and education course conducted by professional instructors. Each individual driver benefits from the reduced chances of being in a crash caused by "the other guy" if that "other guy" has had formal instruction in safe, legal and considerate driving habits.

It is proposed that the money raised from this fund be offered to all driver education schools (public, private and commercial) in the form of a reimbursement voucher for each student trained according to the requirements of participating in the voucher reimbursement program (these requirements are covered in detail under quality issues). There would be adequate funds raised by this proposal to dedicate positions in both the Bureau of Motor Vehicles and Department of Education to administer and oversee the voucher reimbursement program (for commercial and public/private schools, respectively), and to insure that the conditions and requirements of receiving the reimbursement vouchers are being met.

- Availability of driver education to Indiana residents has been declining for 25 years. In 2003 approximately 40,000 driver education learner's permits were issued while there were approximately 80,000 students eligible to apply for a driver education learner permit. In many areas of the state where the local school corporations have dropped driver education, but where there is insufficient population for viable commercial schools, driver education for all intents and purposes is not available even for those who want it. Driver education availability is driven almost exclusively by costs and public pressure. If a system was in place to substantially fund driver education so the individual student cost was \$100.00 or less, more parents would pay for their children to take driver education where it currently exists (current student fees run from \$375.00 to \$425.00). Public pressure from parents on schools who dropped driver education to reinstate it once a funding source was available

would provide the catalyst for the return of driver education where it does not currently exist (most schools who have dropped driver education cited high costs as the main reason). Finally, since the same funding system would be available to commercial schools, they could remain competitive and fill their role for parents who want more immediate or flexible scheduling.

Greater demand for driver education would create a greater need for driver education instructors. More institutions of higher education would be able to offer the required course work for driver education instructors without losing money due to low enrollment. As the need for driver education instructors dropped over the past 25 years, colleges and universities dropped their instructor training programs. Today, there are only four institutions in the state offering the course work for driver education instructors. Through the State's recent adoption of the American Driver and Traffic Safety Education Association's (ADTSEA) national standards for driver education instructors, qualified instructors are eligible to take a three week training course through ADTSEA to become instructor trainers. This will provide a source of driver education instructor trainers to the universities, colleges, community colleges and technical schools who want to offer the driver education instructor course work and should provide a way to obtain that training at lower tuition costs than what is currently offered (current tuition costs to become a driver education instructor are as high as \$4,500.00 for the nine hours of course work).

- Quality of instruction and the necessary amount of instruction are absolutely required for this plan to succeed with its overall mission of reducing teen crashes. Instructional quality of driver education in Indiana appears to be generally good. There are sporadic reports of questionable instructional practices, but there are efforts currently underway by the driver education community itself to provide continuing education and professional development opportunities through the re-establishment of a state driver education association and the adoption of national standards for instructor training.

The necessary amount of classroom and behind the wheel training, however, does not currently meet the needs of today's new drivers. The consensus of driver education instructors in the state, as well as traffic safety experts across the nation, is that new drivers are not receiving enough practice driving time before being issued a license and allowed to drive alone. It is proposed that the minimum required hours of behind the wheel training be increased from its current requirement of 6 hours to a minimum of 10 hours. Roadway and traffic conditions have changed dramatically since the current standard of 6 hours was set almost 40 years ago. Driver education teachers agree that 6 hours of behind the wheel training today is only enough training time to give the students the skills they need to pass the road test for their license. Additional training time is necessary to provide guided practice to help prepare the students for today's complex, congested and more hostile traffic conditions. It is also proposed that parents who wish take advantage of the lower cost of this subsidized driver education program sign a contract agreeing to spend a minimum of 60 hours of practice driving time with their child between the issuance of the driver education learner's permit and the completion of the driver education program.

Finally, length of time over which the course is offered must be expanded. Current practices allow for a student to complete a 36 hour program in as little as 2 weeks. Cramming that much classroom instruction and practice driving into such a short time frame violates all educational best practices for learning and retention. Also, the current licensing practices allow a student to go from issuance of a driver education learner's permit to obtaining their license in as little as two months. Again, this does not allow for adequate guided practice driving time (be it with an instructor or a parent) before a student is allowed to drive unsupervised. It is proposed that the Bureau of Motor Vehicles change the

current administrative rules to require the holder of a driver education learner's permit to hold that permit for a minimum of 180 days before they can be issued a license. The student could be issued a license once they 16 years and one month of age and had held their driver education learner's permit for at least 180 days.

Enforcement, Licensing Changes and Quality Assurance

- Enforcement of the provisional driver's license currently requires only that the period of the provisional license be extended until the holder has a 12 month period with no more than one charged offense after their 17th birthday. While this does have some deterrent effect on provisional driver's license holders, it provides no assistance to those drivers to address their driving problems or improve their skills to help them avoid future citations and/or crashes. It is proposed that upon the issuance of a second citation after their 17th birthday that the holder of a provisional driver's license will be required, at their own expense, to attend a remedial driver training program. This program could be a Defensive Driving Course, the Drive Rite Program, or an approved remedial program offered by an approved commercial, public or private provider. This training would be required in addition to the extension of the provisional license status until the holder has achieved a consecutive 12-month period with no more than one citation during that period.
- Licensing changes have been unpopular in the past and will continue to be so, but they are essential elements to a successful comprehensive approach to reducing teen fatalities. The change in the period of time that the learner's permit must be held before a license can be issued has already been covered. It is further proposed that the 90 day period after a provisional license is issued in which the holder can not drive with anyone under 21 unless there is a licensed driver at least 21 years old in the front passenger seat be expanded to 180 days. Finally, and most importantly, the minimum age at which a person who did not complete an approved driver education program can receive a provisional license should be extended from the current 16 years and 6 months to 17 years. This provides a true incentive to take driver education as opposed to the current 5-month delay, which is actually a disincentive to pay for a driver education program. It also sends a more important message that driver education is very important to the safety of teen drivers and that those who take driver education will earn the privilege of earlier licensing. The later licensing age should not be looked at as a penalty for not taking driver education. It is based on the fact that without driver education, and even if little additional parental practice driving occurs, at this phase of their lives there is a significant difference in the maturity level of a 17 year old than of a 16 year old (or even a 16 and one half year old). Parents who choose not to send their children to driver education will at least be starting their children driving when they are a bit older and a bit more mature.
- Quality assurance will be based largely on the concept of withdrawal of subsidized funding for programs who do not meet and maintain the standards set in the requirements of being a part of the state funded driver education program. The state funded program will develop the requirements and reporting procedures for schools who wish to participate in the program. Contracts will be issued to the schools spelling out the conditions of participation. Payments to the schools shall be in arrears. Periodic reviews of the schools to assure compliance will be conducted. The BMV currently inspects all commercial schools annually, and public schools are reviewed every three years for curriculum compliance. Also, an evaluation system will be developed where the students/parents attending these schools can report directly to the state any problems they encounter. This model is based substantially on the state motorcycle safety program model, which has been very successful in maintaining high quality and compliance through direct student evaluation and satisfaction reports.





Registration Form

2005 ANNUAL CONFERENCE Indiana Driver Education Association

Friday, May 6, 2005 9:00 a.m. – 4:00 p.m. (Registration Desk opens 8:00 a.m.)
Radisson Downtown, 31 West Ohio Street
Indianapolis, IN 46204 (317) 635-2000

Register for this important conference to learn about the critical Driver Education proposal and to pick your officers and board of directors.

Refreshments, lunch and door prizes will be provided.

Benefits to you:

1. The conference is free.
2. You will be able to voice your concerns and goals for driver education, and help formulate and implement plans to achieve them.
3. You will be able to meet with, and learn from, members of your profession statewide.
4. You will choose your leadership (officers and directors) and you can even become a 'mover and shaker' in the Association.
5. Credit Renewal Units (CRU's) will be available for teachers.
6. You have the opportunity to help set the agenda for driver education in Indiana.

Please RSVP by **April 22** to John Bodeker, either by email or by sending in this form. Include the following information:

Name _____

School/Company/Org. _____

Position _____

Address _____

Telephone _____

Email _____

Email information to: jbodeker@doe.state.in.us or mail this form to: John Bodeker, Division of School Traffic Safety, 151 W. Ohio Street, Room 229, Indianapolis, IN 46204-2798

Tell your colleagues to join you at this important conference.